

Intimations.

ESSETS FLUID
VERSUS
PLAGUE.

What pure Carbolic Acid can do in three hours ESSETS FLUID does in nine minutes.

The microbe or bacillus of bubonic plague grows readily in artificial media and is destroyed by Essets Fluid.

Essets Fluid is superior in every way to pure Carbolic Acid.

Sole Agents:

WATKINS,
LIMITED.

QUEEN'S ROAD.

Hongkong, 6th July, 1901.

[74c]

COTTAM & Co.

JUST ARRIVED.
THE FAVOURITE SUMMER COLLAR
12 INCH "LEADER."
BATH GOWNS,
OVERLAND TRUNKS.
Hongkong, 20th July, 1901.

[67c]

Insurances.

"L'UNION"

FIRE INSURANCE COMPANY, LD.

(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.
Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.

Hongkong, 5th July, 1901.

[712c]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1901.

[13c]

KELLY & WALSH, LD.

For the Rapid and Effective Despatch of your Correspondence you should use

THE YOST TYPEWRITER.

Catalogues and Full Particulars upon Application.

Hongkong, 29th July, 1901.

[690c]

WILLIAM POWELL, LIMITED,

GENERAL DRAPERS AND GENTLEMEN'S OUTFITTERS

QUEEN'S ROAD CENTRAL.

Are now showing a Large and varied Stock of
SUMMER DRESS MATERIALS, SILKS, RIBBONS, LACES, HOSIERY, GLOVES, &c.
MILLINERY.

Latest London and Paris Fashions constantly arriving, inspection invited.

R. G. HECKFORD,
Manager.

[783c]

OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!

Hongkong, 22nd July, 1901.

[776c]

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China-Wares, Iron Bedsteads and Mattresses, Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspal's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 21st July, 1901.

[777c]

To-day's
Advertisements.THEATRE ROYAL,
CITY HALL.AUSTRALIAN VAUDEVILLE AND
SPECIALITY COMPANY.Owing to a delay in the departure of the
s.s. *Yuensang* from MANILA,THE GRAND OPENING NIGHT,
THE GRAND OPENING NIGHT,

WILL BE

WEDNESDAY, July 31st.

WEDNESDAY, July 31st.

BOX PLAN now Open at ROBINSON PIANO
Co.

PRICES—\$3, \$2, \$1.

Soldiers & Sailors in uniform half-price to
\$2 and \$1 Seats.NOTE.—A Special Tram will leave every Even-
ing Ten minutes after fall of curtain.Mr. J. FRANK FINLAY Business Manager.
Mr. W. H. BROWN Representative.

Hongkong, 29th July, 1901.

[807c]

NOTICE OF REMOVAL.

WM. DANBY, M. INST. C. E.

to

6, ICE HOUSE ROAD.

Hongkong, 29th July, 1901.

[805c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above

on FRIDAY, the 2nd August, at 4 P.M.

This Steamer has Superior Accommodation for
First-class Passengers and is fitted through-
out with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 29th July, 1901.

[803c]

THE "OSAKA SHOSHEN KAISHA,"

LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the

above Ports, on SUNDAY, the 4th August,

at Noon.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 29th July, 1901.

[236c]

To-day's
Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions
from Mrs. POWELL to Sell by
PUBLIC AUCTION,

on

SATURDAY, the 3rd August, 1901,

at 2.30 P.M.,

within her Residence, No. 7, Cairne Road,

SUNDAY VALUABLE HOUSEHOLD
FURNITURE:

Comprising—

TAPESTRY COVERED DRAWING-
ROOM SUITE, TEAKWOOD SIDE-
BOARD, Double and Single IRON BED-
STEADS, OVERMANTELS, TEAKWOOD
WARDROBES with GLASS, BLACKWOOD
CABINETS, TEAKWOOD EXTENSION
DINNING TABLE, BOOK CASES, PIC-
TURES, VASES, &c., &c.;

ALSO:

One COTTAGE PIANO, BICYCLE and
TRICYCLE.

TERMS—As Usual.

On view from 1st August.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 29th July, 1901.

[806c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY,"

FROM ANTWERP, LONDON, PORT SAID,
SUEZ AND STRAITS.Consignees of Cargo, by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery notes be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Persia*.Optional Goods will be landed here unless
instructions are given to the contrary before

2 P.M., TO-DAY.

Goods not cleared by the 4th August, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.H. A. RITCHIE,
Superintendent.

Hongkong, 29th July, 1901.

[1c]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CHINA,"

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.GEORGE ECKLEY,
Acting Agent.

Hongkong, 29th July, 1901.

[1c]

Masonic.

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of the above

LODGE will be held at the FREMA-
SONS HALL, Zetland Street, on THURSDAY,

the 1st August, at 8.30 for 9 p.m. precisely.

Visiting Brethren are cordially invited to attend.

Hongkong, 27th July, 1901.

[797c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH
WHISKY.WATSON'S VERY OLD
LIQUEUR SCOTCH WHISKY.E
BLEND.Pronounced by Connoisseurs to
be the BEST BRAND in the FAR
EAST.

Per Dozen - - - - - \$15.00

The following Blends are also recom-
mended, and are unpassed in
quality—

A.—THORNE'S BLEND - - - - - \$10.80

B.—GLENROCHY, MELLOW

BLEND, a fine "Soda"

Whisky of great age... 10.80

C.—ABELOUR-GLENLIVET - - - - - 12.00

D.—H.K.D. BLEND of the

Finest Old Malt Scotch

Whiskies - - - - - 14.40

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.

[777c]

DEATH.
At 10, Mosque Terrace, on the 28th inst.,
MRS. JOSEFA DE SELAVISA ALVES, the
beloved wife of Mr. J. L. S. Alves, of the
Harbour Office, aged 54 years. [804c]

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 29, 1901.

REUTER'S TELEGRAMS.

BRITISH NORTH BORNEO.

LONDON, July 26th.

The *Gazette* publishes an order in council
dealing with the administration of justice
in the Sultanate of Brunei, British North
Borneo.

WEI-HAI-WEI.

The *Gazette* publishes an order in council
for the government of Wei-hai-wei under a
Commissioner.

THE CHINESE INDEMNITY
NEGOTIATIONS.

Viscount Cranborne states that the nego-
tiations concerning the Chinese indemnity
are on the point of conclusion.

LATER.

BRITISH SOUTH AFRICA.
BOERS AGAIN PREPARING TO
INVADE CAPE COLONY.

Various reports state that the Boers are
again preparing to invade Cape Colony on
a large scale.

THE CANADIAN WHEAT
HARVEST.

A phenomenal wheat harvest is expected
in Canada.

THE NEW GERMAN TARIFF.

July 27th.

The new German tariff, which has been
published, subject to parliamentary amend-
ment, increases the duties on all cereals,
agricultural produce, and cattle. The duty
on Tea is fixed at one hundred marks per
hundred kilogrammes, Coffee at forty marks,
Spices at fifty marks, and Sugar of all kinds
at forty marks.

PARLIAMENT.
STATEMENT OF AFFAIRS
IN CHINA.

Viscount Cranborne in the House of
Commons, stated that the occupation of
Shanghai by foreign troops is understood to
be temporary only.

Great Britain, he said, was not in a position
to dictate to the foreign powers in regard
to China.

Concerning the Northern Railway, he had
no reason to believe that Russia, at the pro-
per time, would not give up the section out-
side the great wall.

WEATHER REPORT.

The Observatory report says:—

On the 28th at 11.50 a.m. the barometer has
risen generally. Pressure is highest over the
Pacific to the E. of the Loochoos, lowest over
the interior of China. Gradients slight for S.
and S.E. winds on the coast and in the N. part
of the China Sea. Forecast—Moderate S.E.
winds; showery.

On the 29th at 11.50 a.m. barometric changes
are slight. Pressure is highest over the N. part
of the China Sea and the Pacific towards the
Loochoos, lowest over the interior of China.
Gradients slight for S. and S.E. winds on the
coast and in the N. part of the China Sea.
Forecast—Light S.E. winds; fair.

LOCAL AND GENERAL.

A TELEGRAM published in the *Gazette* anno-
unces that Karachi has been free from plague
since the 13th instant.

MONDAY, 31st August, being a Bank Holiday,
all Government Departments, with the excep-
tion of the Police Court, will be closed.

We hear that the French Admiral, who arrived
from Canton last night in the *Vigier*, will pro-
bably proceed to Taku to-morrow evening.

It is a great pity that "Kismet" or "Glory,"
will not run at the approaching Ginkhama
meeting. The owners must be in love with
paying stable bills for ornaments.

An examination is to be held at the Council
Chamber on 9th August to select two candi-
dates for the post of Sergeant Interpreter for
the Police. The salary is \$20 per month and a
knowledge of English and Chinese is required.

The new German tariff will press heavily upon
the people, particularly in the matter of sugar,
which will become a comparatively expensive
article, as compared with the price paid in
England. The tariff should, at all events,
yield a good return.

The announcement that Wei-hai-wei is to be
governed by a Commissioner means, we take
it, that our new possession is to make its first
stride towards becoming a Crown Colony like
Hongkong. Hitherto the place has been go-
verned by a Naval Officer.

We would remind our readers that the Austro-
lian Vaudeville, open at the City Hall on
Wednesday. It is some considerable time since
we have had any theatrical amusement, so seats
should be booked early to avoid disappoint-
ment. Bumper houses are expected.

DURING the week ended on 27th instant the
cases of communicable disease reported as
occurring in the Colony were, bubonic plague,
19 cases, 20 deaths; enteric fever, 3 cases, no
deaths. One of the cases of enteric was a
European and the other two Chinese.

FOR the convenience of travellers the Yoko-
hama Customs authorities have licensed a
number of porters to be in attendance at the
hatch on and after the 20th July. They will
be distinguished by scarlet caps like those at
railway stations.

As will be seen by our advertising columns,
owing to the delay in the sailing of the S.S.
Yuensang from Manila, the Australian Vau-
deville Company will not be prepared to open
on Tuesday night. All preparations have been
made to have the grand opening performance
on Wednesday, July 31st, in the City Hall.
Look out, ye first nighters.

THE Manager in Shanghai of the Nippon
Yusen Kaisha informs the *M. C. Daily News*
with great regret, that he has received a tele-
gram from Mokpo, via Fusan, announcing
that the company's American liner *Kinsui Maru*
went ashore on the 20th inst., at Beaufort
Island, E. of Quelpart. He adds that there
may be no damage, as he understands that
it is there in soft bottom where the steamer is
stranded. The mails and passengers are all
safe, and the company's steamer *Wakana Maru*
was to be dispatched from Moji to the
assistance of the *Kinsui Maru*.

THE outlook is not particularly bright as re-
gards our water supply for the dry season,
which we may soon expect to have set in. As
a matter of fact we are some twenty-five inches
short in our rainfall this year, the shortage
having occurred in the last couple of months,
which have been abnormally dry. As matters
now stand it looks as though we shall have
something very like a water famine this winter,
unless we get a few typhoons passing near
enough to the Colony to give us a good rain-
fall. The dry summer seems to have brought
a deal of sickness with it, particularly fever
and dysentery.

As a down train approached Yokohama Station
on Monday afternoon a foreign bluejacket,
among the passengers, jumped out of a car
while in motion to regain his cap, which had
been blown away while he was looking out of
a window, says the *Kobe Herald* of the 19th
inst. The police arrested and charged him
with committing a breach of the railway re-
gulations, but he was afterwards released in
consideration of the circumstances. The sea-
man, whose name is Geo. Williams, belongs to
the British battleship *Ocean*, now in har-
bour, and was then on his way back from
Tokio after enjoying a holiday ashore. He
apparently received no injuries.

TEN per cent. for the half-year is a dividend
with which anyone ought to be satisfied and of
which the Steamboat Company has good
reason to be proud. We note from the report,
however, that the West River trade is still in an
unsatisfactory condition as ever, and that the
boats on that run cannot do more than cover
running expenses. When will the British
Authorities see, we wonder, that the West
River is only open to trade in name, and that
the treaty is being interpreted to cut the throats
of all owners of foreign vessels? If the British
Government intends to go into the question of
the treaties it would be well to see that hind-
rances to trade on the West River are not over-
looked.

AN extraordinary fatal accident occurred in
Hongkong on Saturday night, says the *Mer-
cury* of Monday, the 22nd instant, a row of
thirteen Chinese houses collapsing in the
vicinity of Yuhang Road and falling into the
street. There were numerous narrow escapes
and several Chinese were injured, but so far as
we can learn only one case was fatal, an old
woman having a bamboo pole driven right
through her body and almost instantly killed.
The houses, which have been for some time in
a dilapidated condition, were, we believe, to
have been pulled down shortly, but this acci-
dent, which is not the first of its kind, would
seem to emphasise the necessity of some super-
vision being exercised over old property in the
Settlement.

AFTER an interruption of about three weeks,
says the *Japan Times*, the Tokyo City au-
thorities are reported to have again decided to
warn the citizens of Tokyo that in view of the
prevention of the appearance of the bubonic
plague the catching of rats shall once more be
preceded with in the capital, and that the
animals captured shall be taken to the police
stations or boxes, where, instead of receiving
5 yen for each animal as has been the case
formerly, the bearers of the animals shall be
given a coupon per rat, dead or alive, so they
may have the opportunity of obtaining cash
prizes which can be drawn by lottery. An
official notice to the above is expected to be
made at an early date. It is said that the prizes
consist of 50 yen (8 in number), 20 yen (8), to
yen (8), 5 yen (48) and 1 yen (400) respectively.

The following items are from the *P. & T.*
Times, of the 20th inst.:

Some of the village and towns captured by
the brigands have been relieved, and others
including Anping, have been taken.

Li Hung-chang is endeavouring to get the
French Minister to remove the terminus of the
Peking line outside the West Gate.

Several reports have been current lately
about foreign soldiers arresting all classes of
Chinese and compelling them to do coolie
labour, some of the men so pressed being
respectable clerks and interpreters. This is
surely a matter that the P. G. can deal with.
A German, orderly riding full tilt down
Victoria Road, on Thursday morning was
thrown heavily from his horse near Messrs.
Butterfield and Swires. Mr. Andrew, Mr.
Jacques and Mr. Cox who all happened to be
passing at the time went to the man's assist-
ance, and with some little difficulty placed him
in a "jinkie" and conveyed him into the
German military quarters close at hand. His
face was a horrible mess and he was quite
senseless when picked up.

A foreign visitor to Peking remarks that the
Chinese police in the City are a force, as they
are utterly ignorant of the rudiments of police
duty, and can most frequently be seen sitting
chatting with men in the streets.
The I.P. G. has succeeded in clearing the
coast around Taku of pirates, who are reported
to have shifted their ground to the Shantung
coast, while the brigands are said to be migrat-
ing towards Shanhai.

A TELEGRAM to a Japanese paper states that
the well-known firm of Bryant & May will
shortly amalgamate with the American Dia-
mond match factory. It is said that the former
concern has been suffering from the competi-
tion of the latter, and that its machinery is
antiquated.

A GREAT deal is put down to the unfortunate
dredger *Canton River*, but we hear that the
breaking of the *Tamar's* telephone cable is not
to be laid at her door. We take great pleasure
in freeing that unfortunate vessel from the base
insinuation. We are told that she did not go
anywhere near it.

EITHER Reuter has made a mistake or the
British North Borneo Company has added the
Sultanate of Brunei to its possessions. We
fancy that the former is the more likely infer-
ence, as it would be more to the advantage of
Brunei to come under the administration of
Rajah Brooke than under the North Borneo
Company. We imagine that the telegram should
read Brunei and British North Borneo, for we
have had no news of the Sultan having ceded
his possessions.

"WHAT'S the feminine of autocar?" asked he
as he sat by her side on the motor in a secluded
country lane.

"I haven't the slightest idea," replied she,

BILLIARD TOURNAMENT AND CONCERT AT THE CIVILIANS CLUB.

The police and the members of the Civilian Club were out for a good time on Saturday night, and if they did not have it, it was their own fault. The occasion was the return of the Billiard Match, which was won by the "Civilians" team by 14 points. It looked a sure thing for the police at one time, but two well played games altered the aspect. A good score was afterwards provided, to which all did justice and a smoke social followed. Most of the well known performers were present, all being well received and enjoyed the rule of the evening. But why, Mr. T. Elvins, will you spoil the ship for the haporth of tar? Why not have provided an accompanist? The gentleman who acted as one was to be thanked for doing his best, but a practised reader of music would have added to the enjoyment of the evening. One point noticed was we have never seen the chair taken better than by the gentleman who officiated on Saturday, thoroughly in touch with his audience and conducting the proceedings in the best possible manner. A welcome innovation was a three round exhibition spar, but there was too much wild slashing and clinching and not enough exhibition. On the whole the Civilian Club must be congratulated on arranging these evenings and providing decent amusement for a community who get all too little of it.

THE HONGKONG, CANTON AND MACAO STEAM-BOAT COMPANY, LTD.

The following is the Report of the Board of Directors to the Ordinary Half-yearly Meeting of Shareholders to be held at the Office of the Company, on Tuesday, the 6th August, 1901, at 12 o'clock, noon:—

The Directors beg to submit to the Shareholders the Report and Statement of Accounts for the half-year ending 30th June last.

After paying running expenses, salaries, premium of insurance, repairs and all other outgoings, there remains, including \$51,580.55 brought forward from last account, the sum of \$77,596.62 at credit of Profit and Loss Account. From this amount the Directors recommend that a dividend for the half-year of 10% on Capital, or \$129,000, be paid to Shareholders, that \$50,000 be written off the book value of Steamers and Launches, and that \$50,000 be placed at credit of Equalization of Dividend Fund, leaving a balance of \$51,596.62 to be carried forward to New Account.

With the appropriation recommended the Equalization of Dividend Fund will amount to \$200,000.

During the six months under review business on the main lines has been exceptionally good, but the Directors regret that they are still unable to report any improvement in the state of affairs on the West River, and although the new sternwheel steamer is liked by passengers and are well adapted to the trade, they are not likely, under existing conditions, to do more than cover running expenses.

The usual overhaul and repairs have been effected during the half-year, and the steamers are all in good running order. In view of the necessity for increased wharfage accommodation at Canton, the Directors have acquired a suitable site for the purpose at a cost of \$37,000. The value of the Company's investments in Shares has been adjusted to figures well within present market rates, the difference being passed to the credit of Investment Fluctuation Account. The Loans on Mortgage all show ample margins on the sums advanced.

Upon leaving the Colony the Honourable J. J. Keswick resigned his seat at the Board, and the Directors have nominated the Honourable J. J. Bell-Irving to fill the vacancy, subject to confirmation by the Shareholders at this meeting. In accordance with the Articles of Association Messrs. N. A. Siebs and A. Haupt retire from the Board of Directors by rotation, and, being eligible, offer themselves for re-election.

The retiring Auditors, Messrs. A. O. Goudin and F. Henderson, also offer themselves for re-election.

J. J. BELL-IRVING,
Chairman.

Hongkong, 27th July, 1901.

THE PLAGUE.

Number of cases reported up till noon of the 27th July, 1901:—
Chinese.....1,510
Other Asiatics 31
Europeans.....29

Number of cases reported during the past 48 hours:—
Chinese.....3
Other Asiatics 0
Europeans.....1

Total number of cases reported to date 1,594

Number of deaths reported up till noon of the 27th July, 1901:—
Chinese.....1,473
Other Asiatics 34
Europeans.....11

Number of deaths reported during the past 48 hours:—
Chinese.....2
Other Asiatics 0
Europeans.....0

Total number of deaths recorded to date 1,520
Since noon on Saturday last the cases and deaths are:—

Cases Chinese.....3
Other Asiatics.....0
European.....1

Total.....4

Deaths Chinese.....2
Other Asiatics.....0
European.....0

Total.....2

The plague returns for last week were:—
Cases.....19
Deaths.....19

Plague showed a small increase last week, the cases numbering nineteen and the deaths twenty, as against thirteen and sixteen respectively for the previous week. Still we do not think there can be any doubt of the epidemic being upon its last legs.

In another column will be found a letter from Captain Primrose, setting forth the style of treatment which he received at Kennedy Town Hospital when sent there suffering from plague. This letter will, we hope, do much to give the lie to several foolish reports of want of attention etc., which have got about from time to time. The Kennedytown Hospital is undoubtedly undermanned, but those in charge cannot be accused of any neglect of duty.

The European plague case recorded to-day is that of Donald McKenzie, aged twenty months, the son of Inspector McKenzie of the Sanitary Department. The child has been removed to Kennedy Town Hospital for treatment and Mrs. McKenzie has gone to the Hospital to attend to it, in addition of course to the Hospital Nurse. We are pleased to hear that the case is said to be a very mild one.

AT THE MAGISTRACY.

OPIUM CASE.

Ho Fung is evidently in the wholesale line of business; he was charged with having in his possession eight tins of prepared opium, 91 tins of raw, and 77 tins of dross. He was fined \$500 or three months' hard labour. He chose the latter part and went to prison.

UNLAWFULLY ENTERING.

Ng Kat for being found on the Hongkong and Kowloon Godown Co.'s premises was put away for 14 days.

CLEARING OUT.

Fong Kin was clearing out of the Harbour without his proper papers. Sergeant Burchill was on his track, result \$10 or 14 days. What P.S. 83 does not know of the harbour is not worth knowing.

MUST HAVE SNIFFED THEM.

Mak Leung Sun was fined \$10 for unlawfully carrying stink pots, on a charge of P.S. Burchill's.

A LAN TAO RUFFIAN.

Li Hi was awarded three weeks' hard labour for wounding a grass-cutter on Lan Tao Island.

DISOBEYING AN ORDER OF BANISHMENT.
Chan Sing Wan was given one year's hard labour for returning to the Colony after being banished. Some of them do love it.

GAMBLING.

Inspector McNab (most appropriate name) had as usual, his eyes skinned on Saturday night and had nine men lined up this morning for gambling. Their little flutter of Pai Kau ended in a \$3 fine each.

ROW IN SHIP STREET.

That salubrious quarter known as Ship Street, was enlivened by a little fight on Saturday night and Chu Wai was fined \$10.00. Considering the profession of most of the inhabitants of the Street it is astonishing there are not more disturbances than there are.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE NEEDS OF THE NAVY.

To the Editor of the "HONGKONG TELEGRAPH."
The Navy League,
13, Victoria Street,
London, S. W.
26th June, 1901.

SIR,—On October 20th, 1900, the Navy League issued a statement of facts showing that Great Britain, after holding the command of the sea unchallenged for the better part of a century, had lost it because—

First, our recent Naval programmes for men, ships, and material had been insufficient.

Secondly, the programmes proposed by the responsible Minister and sanctioned by Parliament as the least compatible with safety, had not been carried out.

Thirdly, the ships that were included in our Naval Estimates, although laid down, had been delayed on the stocks, or were under equipment, until some of them would be half obsolete before they were complete, and a large number of the promised battleships were not yet included on the strength of the Navy.

Fourthly, other nations have ostentatiously and successfully increased their programmes of Naval construction, thus still further diminishing our relative strength.

Fifthly, a new and resolute claimant for sea power had arisen.

When the new Board of Admiralty succeeded to office, after the General Election of 1900, the Executive Committee of the Navy League considered that it was only fair to the Earl of Selborne and his colleagues to refrain from hampering them by representations or criticism until they had had time to master the situation. Nine months have now elapsed since the present Government was formed. The Lords Commissioners of the Admiralty have had ample time to acquaint themselves with the facts. They have visited Malta. The Navy Estimates have been produced, and yet in spite of the crying needs of the Navy, the ordinary Army Estimates exceed the amount which it is proposed to spend upon the sister service.

While crediting the present Board of Admiralty with good intentions, we believe that the support of public opinion is necessary to enable My Lords to hold their own on behalf of the Navy, and that the time has now arrived to speak out. The House of Commons has sanctioned a plan to spend £30,000,000 on six Army Corps that cannot leave England unless the Navy is supreme. And the Navy is supreme no longer. No more dramatic contrast exists than that presented by the actual condition of the main fighting Fleets of Britain and the belief held by the public at large as to their sufficiency and efficiency. With the Army locked up in South Africa and dependent for its return upon the supremacy of the Navy, it is disquieting to know that in the Mediterranean, where the battle for Empire will probably be fought out, the Fleet under the command of Vice-Admiral Sir John Fisher is unprovided with many of the first essentials of efficient fighting. When the Lords of the Admiralty visited Malta they found—

1. No breakwater at Malta, although within 20 miles of a foreign torpedo station.

2. Egypt undefended.

3. A deficiency in all classes of vessels from battleships to destroyers.

4. Complete absence of Fleet auxiliaries of all kinds. No provision has been made for Hospital ships. Mother ships for Destroyers, Repairing ships. Efficient colliers.

5. Owing to the lack of provision no adequate provision has been made for the first essentials of efficient fighting e.g.:

Telescopic sights. Armour piercing shell.

Gyroscopes. Breech loading field guns.

Smokeless powder. Wireless telegraphy.

for the 13.50 guns.

Black powder and blunt nosed shell are still in use on several battleships, thus enabling the commanders of foreign battleships provided with smokeless powder and armour piercing shell to destroy them at their leisure. The lessons of the Boer war appear to be still neglected owing to the fact that there is no thinking department at the Admiralty whereby provision is exercised so that provision is made for the eventualities of war.

It is needless for the Navy League to enter into detail. The broad fact which it is desired to impress upon the public is that the Fighting Fleets of Britain are not ready for war, and until the Mediterranean Squadron is made efficient in every respect, the whole structure of the Empire rests on a quack-sand.

The non-expenditure of £4,500,000 voted by Parliament, which occurred under the late Board of Admiralty notwithstanding the reported declaration of Lord (then Mr.) Goschen in the House of Commons that the Estimates

for the respective years were the least compatible with safety, presented a simple dilemma. Either the country was unsafe, or the First Lord of the Admiralty was not speaking the truth. Nothing is gained by endeavouring to conceal facts relating to our fleet which are well known to the foreign powers concerned. England is neglecting her Fleet because the electors believe the Navy to be sound and efficient. So far as the officers and men are concerned this is doubtless true. The personnel of the Navy is probably more efficient to-day, take it all through, than it was in Nelson's time. From top to bottom the spirit of duty and sacrifice is universal. The defects of the Navy are due to civilian neglect ashore, not to Admiralty aloft. The Lords of the Admiralty are overworked, overwhelmed with detail, have no time to think, and there is no Department corresponding to the German General Staff where the quality of provision is exercised at leisure and while we are at peace.

While the intention of the Admiralty to send reinforcements when the proper time arrives, a moment's consideration will show that now is the time, when our relations with France and Russia are on a friendly basis, not when those relations are strained and when the movements of ships will be watched with jealousy abroad and might conceivably be hampered by ill-informed comment at home. If reinforcements are delayed until war is imminent, the Admiralty in command of the Fleet will have his attention distracted from the business of war by the necessity of educating the raw material flung at his head in a moment of crisis. This is placing an unfair strain on the intellectual and physical powers of any human being. The essence of maritime war is its suddenness. A day gained in striking the first blow may make the difference between the fall of an Empire and the annihilation of its enemy. Naval disaster would be, for Great Britain, final and irreparable. No money, no energy can atone for neglect of the Navy in time of peace. The fighting value of a moderate-sized fleet, ready for war, is worth many times that of a large body of vessels unprovided with auxiliaries, scattered all over the world, with existing on their beebees at Portsmouth, Chatham, or Devonport.

The vigorous demand of a determined people for an efficient Fleet is not merely a necessity; it is the one condition of national existence, for England's future, like her past and her present is on the sea.

I am, Sir, Your obedient Servant,
H. SEYMOUR TROWER,
Chairman of the Executive Committee.
Wm. Caius Grutchley,
Secretary.
* H.M.S. Vulcan, though fitted as a repairing ship, has, owing to the deficiency of 'cruisers', to be used as a cruiser.

THE PLAGUE HOSPITAL.

To the Editor of the "HONGKONG TELEGRAPH."
SIR,—In fairness to the Medical Officer and Staff of Kennedy Town Hospital, I wish to express my gratitude and unlimited thanks through the medium of your paper, and trust that this letter may convey to the Public at large some idea of the treatment meted out to patients, both European and Chinese, in that establishment, where no difference is made as to creed or nationality.

The Hospital Staff proper is composed of a Medical Officer in Charge, two Ward Masters and two trained Nursing Sisters who are continually on duty, and as all the staff are thoroughly experienced it leaves nothing to be desired as far as the nursing part of the establishment is concerned. In the case of a convalescent patient, there is no limit to the kindness and thoughtfulness shown, as the diet is ample, comforts are supplied ad lib and anything favoured by a convalescent patient has only to be mentioned to Dr. Thompson, who is at all times eager and willing to see that you get what is fancied.

Speaking from personal experience, I should advise any person unfortunate enough to be at any time either recommended to go to the Plague Hospital in a doubtful case, or others who are forced to do so in a pronounced case, to do so and rest assured that they will be under the treatment of experienced men and leave the establishment with the same feelings of gratitude as

Yours truly,
PHILIP S. PRIMROSE.
Hongkong, 27th July, 1901.

HAIRCUTTING AND SUNSTROKE.

To the Editor of the "HONGKONG TELEGRAPH."
SIR,—That there have been quite a number of grand military funerals of late has been evident to residents in the eastern part of the city, and that a good percentage of these funerals have been of soldiers who died from sunstroke is more than probable. In the extremely advanced state of science of the present day can no remedy be found for such a state of matters in the army? No doubt plague is one of the worst diseases known, but I think even that is preferable to death from sunstroke. Neither seems amenable to treatment in the present state of our knowledge, but the latter at least is in my opinion preventable by the exercise of a little common sense. It is pretty well ascertained that heat apoplexy "strikes" at the junction of the spinal cord with the brain. Nature clothes this vital part with a covering of woolly hair, or rather his superiors (to whose brains the pipe-stick still seems to cling so tenaciously) evidently think that the smartness of his appearance depends on showing a long red raw-looking neck, and even at the expense of a few dozen men per summer force him to remove such excrescence (otherwise hair). Civilians may please themselves in this matter, but Mr. Atkins having no option in the matter deserves our sympathy.

I expect there will be a good many more grand military funerals resulting from sunstroke before the authorities will take this view of the matter, but if you think there may be a grain of truth in the above I will thank you to insert this in an early issue of your paper. Enclosing my card,

I am, Sir,
Yours faithfully,
DELTA.
Hongkong, 29th July, 1901.

ASHORE IN A FARMYARD.

The N. C. Daily News of the 25th inst. says the C. M. S. Kiangyung reports: Suai and Meishun ashore above Christmas Island on the 22nd; and Talee Maru ashore on Fitzroy Island on the 22nd.

We are informed that the Kiangyuan is badly ashore in a farmyard some 50 feet above the ordinary level of the river. In attempting to tow her off the C. M. S. Tatum, which went into dock here on Tuesday, got damaged by coming in contact with the river bank. The Coast Vessels which left here for Halloway on Monday will probably attempt to get the Suai off, and the Meishun, which also left here on Monday, will try to do the same for the Kiangyuan. On the 22nd two Japanese boats were standing by the Talee Maru, but she was still aground. The watermark at Halloway on the 20th inst. was 46 feet 2 inches; but it is not likely to rise any more. If the above-mentioned boats do not get off this week, they are likely to remain there for some time.

MILITARY FUNERALS.

The funerals of private Towley of the Army Ordnance Corps and Gunner Torridor of the Royal Garrison Artillery took place at Happy Valley yesterday. Private Towley was reported sick on Thursday morning last, suffering from sunstroke. Every attention was given him but on Saturday the case was seen to be hopeless. Repeated baths and treatment with ice could not reduce his abnormally high temperature, which is reported as reaching 111.9 and he passed away early on Sunday morning. The coffin was piled high with wreaths and crosses, and then some had to be carried. It only seems yesterday we were reporting his cornet playing at the Volunteers Concert, and his sudden decease will come as a shock to many.

JAPANESE TOPICS.

(By Our Own Correspondent.)

YOKOHAMA, June 29th, 1901.

In view of the recent assassination of Mr. Hoshi Toru, it may be of interest to give some particulars of the politician. There are two mistaken ideas regarding the late Mr. Hoshi, speaking generally, some regarding him as a great man and qualified statesman while others look upon him as a type of evil and wickedness. The Kokumin thinks that both of these opinions are erroneous inasmuch as they go to extremes of admiration and denunciation. From an impartial point of view, there can be little doubt that Mr. Hoshi was a man of unique personality, and he exercised exceptional and sometimes arbitrary influence as a representative of the democratic power. His principal object was the assumption of power, and he was not particularly choice as to the means to obtain his object. His life was one of constant strife, and he was successful; but he fell at last because he was not sufficiently careful in choosing the proper weapon, wherewith to gain the victory. He was a qualified fighter, never fearing his opponent, and not content with any milk-and-water measure. His concentration of energy upon one subject, in which he had fixed his mind was remarkable, and his political success was entirely due to his own exertions.

The late Mr. Hoshi was especially skilful in handling politicians both in and out of the Diet, and without his cooperation any party manoeuvring in the Diet could hardly be successful. In fact, while a hundred Mr. P's might easily be obtained it is difficult to replace one Hoshi. His official career, however, was not particularly brilliant. In 1895 he was appointed adviser to the Korean Government and in the following year was sent as Japan's representative to the United States; but in neither capacity did he distinguish himself by any brilliant record. Mr. Hoshi was more a man who shaped his actions according to circumstances than a man of principle, and his taste, character and history were decidedly democratic, though he was not necessarily an advocate of democracy. Odium has been cast upon Mr. Hoshi for obtaining money by improper means, but he may have been compelled to do so in order to gain power, and he did not hesitate to distribute it among the politicians of his party. Mr. Hoshi's private conduct in family affairs is described as almost unblameable, and he was a devoted husband and father. Though Mr. Hoshi is not to be worshipped as a great man, praise should be accorded to him where praise is certainly due.

In connection with Mr. Hoshi's assassination, the Nippon published an article the other day which has been stigmatised as a clear and direct instigation to assassination, and which practically points out Marquis Ito as a fit person to attack. The article commences by denouncing Marquis Ito's "arrogant disregard" of time-honoured customs and rules of etiquette of the Imperial Court citing as an instance of this the fact that directly after attending the funeral of Mr. Hoshi the Marquis drove to the Palace and had an interview with the Emperor. Such an action is said to be an unpardonable violation of the rule which forbids anyone who has attended a funeral approaching the Imperial presence for three days. The Nippon says it is impossible to explain why the Marquis disregarded this rule, except on the supposition that he sought by this means to impress upon his political followers how greatly the Imperial confidence was reposed in him, and adds: "The truth, however, is that by his arrogance and self-conceit he has of late more and more forfeited the good graces of the Emperor. There are loyal persons filled with indignation, and it is not Sotaro Iba (Mr. Hoshi's murderer) alone who can brandish a dagger in the daylight. Such is the substance of what a Court Official gravely stated to us."

Such writings as the foregoing can only be classed as almost criminal, for while they cannot, perhaps, be said to actually instigate murder they are to the last degree indiscreet, to use a very mild expression. The Emperor of Japan, as such, is venerated in the highest degree by the people, and the writer in the Nippon must know that when he accuses anyone of treating slightly the etiquette which surrounds the throne he is laying the reason accused open to the active hostility of every Japanese subject who credits the accusation. The suggestion conveyed by the Nippon's article is distinctly wicked, and if some fanatical person were to do an injury to Marquis Ito the Nippon could not be held blameless.

July 15th, 1901.
Since July 4th Japan has been distinctly American. That vigorous young Republic is always allowed to have her own way on Independence Day, and here in Japan the Eagle daily screamed. There was a special baseball match in the morning between the Yokohama team and one from the U. S. Petrel, and in the evening there were the usual elaborate fireworks on the bay opposite the Grand Hotel. Everybody "lickered" and the stars and stripes waved gloriously resplendent. Then the warships began to arrive, the Petrel being followed by the flagship New York, in command of Admiral Rodgers, the Yorktown, the Bennington and the New Orleans. They were in port with the British Terrible, Ocean and Phoenix, the French Erriah, the Italian Elba, and the Japanese monster, Shikima. The big fellows roared salutes at each other until their thunder brought our rain (which, by the way, has been falling for some weeks almost incessantly).

But the American glory came to a climax on Sunday, the 14th of July, when the monument erected by the Japanese Beiyu-kai (Welcome Society) to the memory of the first landing of U. S. Commodore Perry in Japan was solemnly unveiled at Kurihama, in the bay of Uraga, about two hours (by steam) south of Yokohama. The monument is in the form of a massive triangular slab of stone, mounted on a pedestal and appropriately inscribed in Japanese and English, the Japanese inscription having been written by Marquis Ito. It cost about yen 15,000, and its erection is chiefly due to the efforts of U. S. Rear Admiral Beardslee, who was a midshipman accompanied Perry on

his memorable visit, and who has since spent much time in Japan, where he now is.

In fact, local American jealousy has intimidated that the monument is nothing but an effort of the Admiral to advertise himself, and that the form his effort has assumed should be called not the Perry but the Beardslee monument. Be that as it may, however, the Japanese were determined to make the event an opportunity of showing how friendly are the relations between their country and America. Therefore, the ceremonial was on a most elaborate scale. Seven hundred guests were invited from Yokohama and Tokyo; the Government sent four warships to participate; Viscount Katsura (Premier) delivered a speech, as did other Japanese dignitaries; the Japanese marines turned out, the guns boomed, the fireworks popped; Admiral Rodgers and the representative of U. S. Minister Buck (who was ill) made complimentary speeches and much champagne flowed.

The only drawback was the drenching rain, which spoilt many a tall hat and frock coat, insisted upon by the Japanese as a *sine qua non*. But even the rain could not dampen all the enthusiasm, and the incident is characteristic of the friendly feeling existing between the two countries concerned. There have also been many interchanges of hospitality between U. S. naval officers and Japanese officials.

The steady and unduly protracted rainfall in Japan has had serious effects. Besides reports of interrupted traffic, landslides, etc., a rumour has arisen that the rice crop will be affected, and this rumour was strengthened by a rising market. It seems, however, on investigation, that the planting this year was much greater than usual, and that therefore the aggregate crop will not only be up to but probably beyond the average. This conclusion, it is hoped, will be verified, as trouble in Japan has hardly recovered its normal health, and a short rice crop would be a serious matter, especially in the interior. One consolation for the undue duration of the wet season is that it necessarily shortens the dreaded heated spell.

An article has appeared in the Asahi in which the writer says that the expansion of the Japanese navy is unprecedented in the annals of the world. Russia occupied ten years in doubling its naval strength by the addition of 200,000 tons, and Germany calculates that it will take twenty years to double her present strength. Japan, however, has augmented her navy by 150,000 tons during the last six years, and her naval strength has thus been tripled. There can be no question, however, that the admiralty is suffering from the lack of sufficient trained men to man these new warships. Consequently the appointment of comparatively inferior men to responsible positions is inevitable. The question is now raised, whether the inauguration of a third period expansion programme, which is warmly advocated by naval men, and is the majority of the public, may not be premature. If the nation can bear the increased burden of no position, but the fact must not be lost sight of that it is easier to build men-of-war than it is to train capable men to take charge of them. There are other considerations, also, such as relate to water-tube boilers and sub-marine torpedos boats. A revolution would be occasioned in naval strategy and shipbuilding in the event of sub-marine boats becoming effective in warfare, and for these reasons the Asahi thinks Japan would be ill advised to rashly embark on further naval expansion at the present moment.

SENTENCES ON LOOTERS.

The Peking and Tientsin Times of the 20th inst. says:—

We translate U. S. Consul Ragsdale and his Assessors, Messrs. Tenney, Adams, Standing and Dr. Drake on the sentence passed on the three Americans, James Winn, Richard Butler, and Alfred Plant recently arrested by Chinese troops and handed over to the Peking Authorities for looting a pawnshop at Changko-chuang near Peking. Mr. Ragsdale could not have had better assistance than Mr. Tenney and the Consul Interpreter Mr. Macley afforded, and in spite of the able defense of Mr. Eames, who was retained by the accused, a very clear case was made out against them and the offenders well deserved the four years' imprisonment awarded them. Last year's trouble has attracted North shores of men who have apparently neither moral force or intelligence enough to keep their heads out of the mire which is the inevitable residue of warfare, and when looting from the opportunities for licence and rascality which the disorganization caused by hostilities always promotes. The case of the Britisher, Piper, has not yet been decided; he is committed for trial.

THE JAPANESE BANK NOTE ROBBERY.

ARREST OF THE THIEF.

The man who stole the bank notes from the Treasury on Sunday night was arrested yesterday morning says the Kobe Herald of the 19th inst. He is an employee of the Treasury named Kumawara Kanshi. He got permission to absent himself from work for about 100 days on the plea of indisposition, only the day before the robbery was committed. The authorities suspected the man immediately on learning of the robbery and put detectives on his track at once. The man went to Ueno station yesterday morning probably with the intention of leaving Tokyo. He was followed by two detectives and searched. A packet containing yen 7,650 of the stolen money, wrapped up in old newspaper, was found upon him, besides several articles which he had bought with the notes. The man was immediately marched off to the Kanda Police Station. A bundle of notes amounting to yen 28,000, was discovered at a kiosk. The culprit could not have spent more than yen 350 therefore.

The man was in receipt of a daily wage of 80 sen at the Treasury. The authorities suspect he had accomplices.

COREAN NEWS.

(FROM JAPAN PAPERS.)

Seoul, July 19th.—The Governor of Gungso recently issued an order prohibiting the export of grain on account of the long drought and the consequent uneasiness of the natives. He seized 1,600 koku of rice and beans purchased by Japanese merchants of the port. The Japanese Consul at Gungso sent an official note to the Governor and demanded the withdrawal of the order and the cancellation of the seizure. Seven days having gone by without a reply, the matter was referred to Mr. Hayashi, Japanese Minister to Seoul. Mr. Hayashi opened negotiations with the Korean Government and demanded compensation. The Korean Government assented to the Japanese demand and sent instructions to the Governor of Gungso. The instruction with regard to the prohibition of the export of cereals was withdrawn the day before yesterday.—Mainichi.

DISTRIBUTION OF PRIZES AT THE ITALIAN CONVENT.

The annual distribution of prizes at the Italian Convent took place on Saturday afternoon. There was a very large gathering, and in the unavoidable absence of His Excellency the Governor, they were presented by Lady Blake. A varied programme was gone through, some of the numbers being excellent and all giving evidence of careful training. The may pole dance was exceedingly pretty and capital, done, when it is considered the ages of the actors ranged from 10 down to the mites of 4 and 5 years old. The hall was very tastefully decorated and everything passed off without a hitch, while the happy faces of the assembled children testified to the kind methods of the sisters.

Shipping.

Arrivals.

ANNAM, French steamer, 2,338, H. Seltzer, 28th July.—Shanghai, 26th July, Mails and General.—Messageries Maritimes.
TSURUHIKO MARU, Japanese steamer, 1,242, M. Isigami, 28th July.—Kobe 23rd July, Mails.—Yee Woo.

KWANG LEE, British steamer, 1,467, R. Lincoln, 28th July.—Shanghai 24th July, General.—C. M. S. N. Co.
KNIGHT COMPANION, British steamer, 4,111, C. Froggatt, 28th July.—Portland, Oregon 28th June, General.—Order.

ITOLA, British transport, 3,362, J. W. Livingstone, 28th July.—Calcutta 15th July, Government Stores.—Marine Transport Office.

NESS, British steamer, 1,931, W. Peart, 28th July.—Moi, 16th July, Coal.—Mitsui Bussan Kaisha.

DON JUAN DE AUSTRIA, American gunboat, 1,500, Bowman, 28th July.—Manila 25th July.

HONGKONG, French steamer, 739, J. Pannier, 28th July.—Haiphong and Hoihow 27th July, General.—A. R. Marty.

CHINA, American steamer, 3,187, W. B. Seabury, 28th July.—San Francisco 29th June, and Shanghai 26th July, Mails and General.—P. M. S. Co.

VIPRE, French gunboat, 463, G. von Ville-neuve, 28th July.—Canton 28th July.

TAKSANG, British steamer, 977, Baker, 28th July.—Bangkok 19th July, and Koh-sichang 22nd, General.—Jardine, Matheson & Co.

SULTAN VON LANGKAT, Dutch steamer, 1,570, Zwart, 28th July.—Singapore 21st July, Oil.—Meyer & Co.

KONG BRIG, German steamer, 865, Möller, 29th July.—Bangkok 21st July, and Hoihow 28th, General.—Butterfield & Swire.

BOMNAV, British steamer, 2,047, H. S. Bradshaw, 29th July.—London 13th June, and Singapore 2

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	KOBE AND YOKOHAMA	FRIDAY, 2nd August, at Daylight.
J. W. Waite	VICTORIA, B.C. AND SEATTLE	MONDAY, 5th August, at 4 P.M.
TOSA MARU	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 9th August, at Daylight.
SADO MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	TUESDAY, 13th August, at Noon.
MUKE MARU	MOJI, KOBE AND YOKOHAMA	MONDAY, 19th August, at 4 P.M.
KAMAKURA MARU	VICTORIA, B.C. AND SEATTLE	FRIDAY, 16th August, at Daylight.
H. Petersen	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 23rd August, at Daylight.
SANUKI MARU	KOBE AND YOKOHAMA	
W. Townsend	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	
KAWACHI MARU	VICTORIA, B.C. AND SEATTLE	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th July, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU

On or about 4th August.

Inland Sea, Yokohama and Honolulu.

NIPPON MARU

Saturday, 24th Aug., at Noon.

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

AMERICA MARU

Tuesday, 17th Sept., at Noon.

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

THE Twin Screw Steamship

"HONGKONG MARU."

will be despatched for SAN FRANCISCO, VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on or about the 4th August, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago; the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 26th July, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First-class Steamships "INDRAVALLI," "INDRAPURA," and "KNIGHT COMPANION."

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA

The Steamship

"KNIGHT COMPANION"

will be despatched for PORTLAND (OR.) on or about the 10th August, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

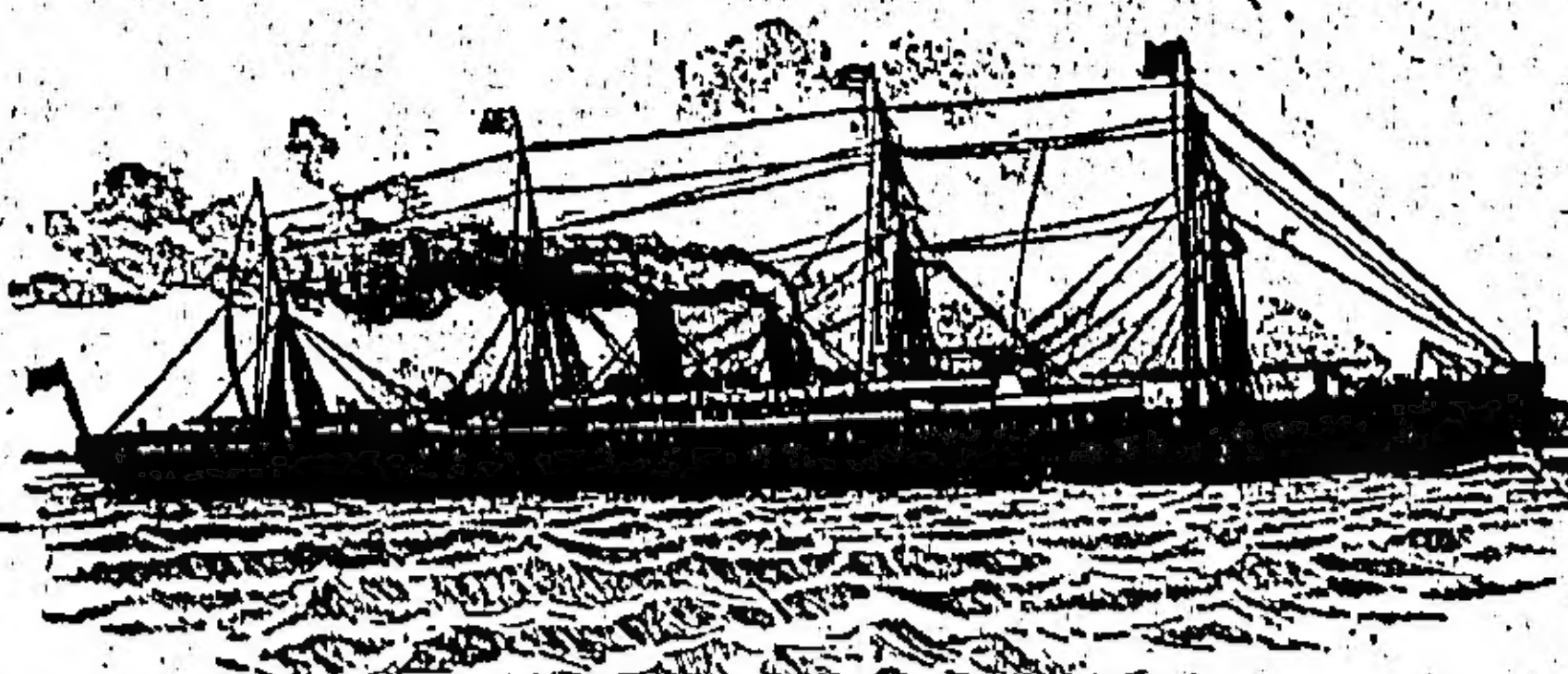
For through Rates of Freight and further Information, communicate with or apply to ALLAN CAMERON, General Agent.

SHEWAN TOMES & CO., Agents.

Hongkong, 27th July, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GALIC"	WEDNESDAY, 2nd October, at Noon.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago; the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined, and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

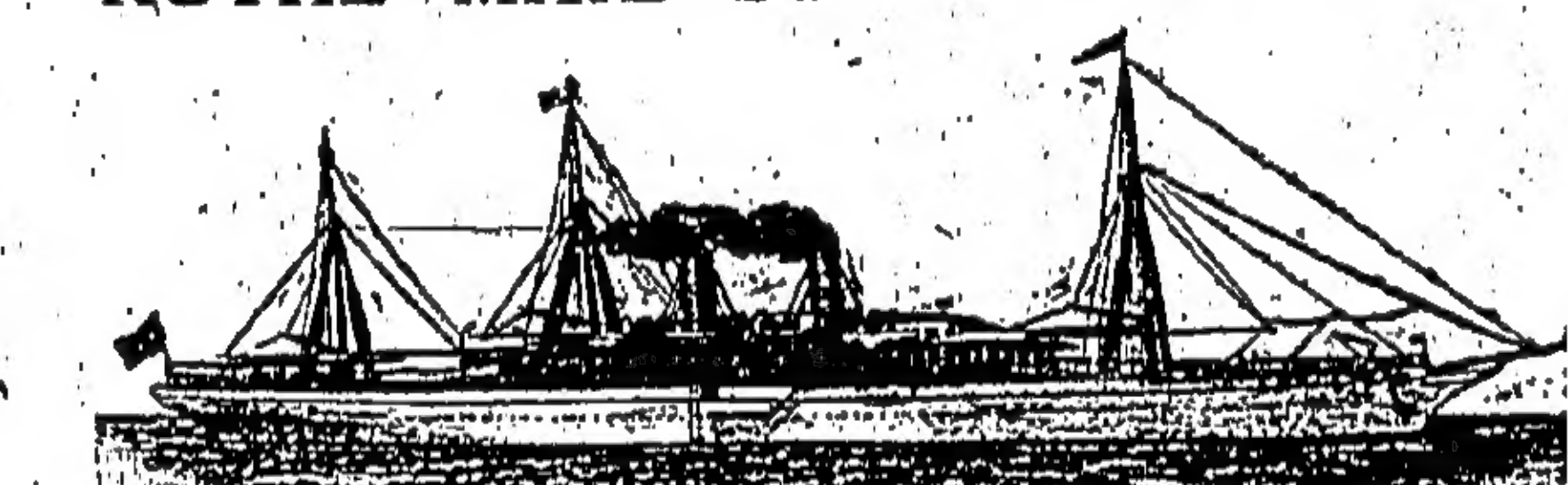
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 23rd July, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 28th August.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 17th July, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTARIATISCHER FRACHTDAMPFER DIENST.
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICA (PORTS).)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA	HAYRE, BREMEN and HAMBURG.	9th August.
"Dahnen"	(Calling at SINGAPORE and COLOMBO).	
ALEXANDRIA	HAYRE and HAMBURG.	27th Aug.
Roerden	(Calling at SINGAPORE and PENANG).	
SIBIRIA	HAYRE and HAMBURG.	10th Sept.
Porzelius	(Calling at SINGAPORE and COLOMBO).	
ANDALUSIA	HAYRE and HAMBURG.	21st Sept.
Ehlers	(Calling at SINGAPORE and PENANG).	
ARABIA	HAYRE and HAMBURG.	5th October.
ARAGONIA	(Calling at SINGAPORE and COLOMBO).	
Forst	NEW YORK VIA SUEZ CANAL.	
	End of August or beginning September.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

No. 1, Queen's Building.

Hongkong, 27th July, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"WOOSUNG"	30th inst.
MANILA	"SUNGKIANG"	3rd August.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 29th July, 1901.

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS.	DUE.
GLASGOW AND LIVERPOOL	"TANTALUS"	1st August.
" "	"IDOMENEUS"	7th August.
" "	"ORISTES"	13th August.
" "	"AJAX"	20th August.
" "	"TYDEUS"	26th August.
" "	"PYRRHUS"	4th September.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DEUCALION"	6th August.
" "	"PELEUS"	20th August.
" "	"STENTOR"	3rd September.
LIVERPOOL (DIRECT)	"PATROCLUS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 29th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA, KOBE AND MOJI.

THE Company's Steamship

"LAISANG."

Captain Geo. Payne, will be despatched as above TO-MORROW, the 30th inst., at Daylight.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 29th July, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HALLOONG."

Captain Bathurst, will be despatched for the above Ports, TO-MORROW, the 30th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LIPRAIK & Co., General Managers.

Hongkong, 29th July, 1901.

THE OSAKA SHOEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 31st inst., at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA."

Captain Cox, will be despatched as above on WEDNESDAY, the 31st inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 25th July, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE."

Captain J. Rattenbury, will be despatched as above on WEDNESDAY, the 31st inst., at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 25th July, 1901.

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA."

Captain Williamson, will be despatched for the above Port, on or about the 5th August.

To be followed by the S.S. "ATAKA," on or about 15th September.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 20th July, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE."

Captain McArthur, will be despatched as above on THURSDAY, the 15th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY, and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 27th July, 1901.

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. I. American ship.

"I. F. CHAPMAN"

shortly expected here from Kobe; will load for the above Port and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co.

Hongkong, 2nd July, 1901.

FOR NEW YORK.

THE 3/3 A. I. American ship.

"MANUEL LAGUNA"

will load during September, and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, 27th July, 1901.

THE YANGTZE PIKATES.

A gang of six of the notorious river pirates were brought up before the mixed Court at Shanghai on the 23rd inst., charged with being concerned in stealing the sum of \$270 and a quantity of jewelry from a passenger on the steamer *Elia*, whilst she was on the voyage between Tungchow and Shanghai, on the 21st instant.

It appeared that the complainant who was a Chinese banker was coming down to Shanghai bringing with him in one box the sum of \$28,000 and in another box he had some \$200 in money, a quantity of gold leaf and gold jewelry, besides three native bank orders, one for \$7,000 odd, one for Tls. 1,400 and one for \$1,500. On the arrival of the *Elia* at the Yangtze Road wharf this latter box was missing and on information being given to the officers of the steamer, all the native passengers were stopped from disembarking and searched, when \$217 in money and a quantity of jewelry were found on the prisoners. The chief officer of the *Elia* then had the prisoners arrested and taken to the Hongkew Police station where they at first denied theft, but afterwards admitted it on the sum of \$15 being found on one of the prisoners at the station. It appeared that after dividing the contents amongst them they threw the box overboard. One of the prisoners stated that they had another confederate who had gone with part of the money. The bank orders had not been recovered but payment of them had been stopped. The *Elia* left last night for the River ports so that the Chief officer was unable to appear in Court.

Inspector Aiers said that it was quite a matter of chance that the prisoners were caught at all, as the robbery was not discovered until the steamer was nearing Shanghai. Had the prisoners succeeded in reaching the box before the steamer reached Tungchow the probability was that they would have got ashore there. The steamer people were disinclined to charge these men, being afraid that they would do them some injury when up river. As the prisoners were such a terror to peaceful people, they ought to be severely punished.

The Court sentenced one prisoner to 500 blows and one year's imprisonment, another to 400 blows and one year, and the remaining four to 300 blows, and six months.—China Gazette.

NORTHERN NEWS.

OPPOSITION TO THE IMPORT OF FOREIGN SALT.

SHANGHAI, July 27th.
Frequent and lengthy correspondence has been lately interchanged between Viceroy Liu K'ang-yi, as Chief Imperial Commissioner of the Salt Gabelle of the Liangkiang provinces, and Viceroy Li Hung-chang, as one of the Plenipotentiaries. The correspondence in question refers to the views of the Salt Gabelle of Central and Southern China on the admittance of Foreign salt in large quantities into the country and strenuously opposing any clause in the treaty consenting to its import. It is estimated that the loss to the Country and the distress to the inhabitants who depend upon the manufacture and transport of salt through the Empire will be enormous and create universal discontent and, perhaps, revolution. THE REFORM PARTY OF THE FORMER.

The *Szechwan* states that one of the principal members of the Reform Party, during the Emperor's short reign in 1898, named Wang Chao, has returned from exile abroad and is now in Tientsin where he has come to wait for his Majesty's return en route to Peking and to pray for his Majesty's protection. Apropos of above, it will be remembered that Wang Chao when a third-class secretary of the Board of Rites, in 1898, drew up a strong memorial on reform which he asked, according to etiquette, his superior officers (Hui Tai-pu, the Manchou President and the Chinese President and Vice President of his own Board (Rits) to present on his behalf to the Emperor. The reforms suggested by Wang Chao were considered too sweeping and revolutionary by the writer's superiors who, instead of handing the memorial to his Majesty, as they were bound both by etiquette and the Emperor's special commands to do, called up Wang Chao before them; gave him a severe scolding, accusing him of being a revolutionary; violently threw back to him his memorial and ordered him to re-write his paper. Wang Chao however stoutly refused and his superior officers (Hui Tai-pu, especially) denounced him to the throne. Accordingly much to their surprise they succeeded in raising the lighter anger of his Majesty who accused them of wantonly disobeying the Imperial commands—an act worthy of summary decapitation according to Chinese law—and cashiered and dismissed the culprits for ever from the Imperial service. Wang Chao for his courage was promoted on the spot from the 6th rank to the 4th Metropolitan grade, equivalent in rank to a Provincial Treasurer. The cashiered Hui Tai-pu, who is also an Imperial clansman, backed up by Kang Yi and Yung Lu, tearfully appealed to the Emperor Dowager at Eho Park for redress, which finally resulted in forcing matters, bringing about the coup d'état of September that year, and putting the Reactionary Party, headed by the Empress Dowager, in supreme power in the State. It is to be hoped that Wang Chao will not be harmed by his numerous enemies in the North.

REPORTED DEFEAT OF RUSSIAN AND CHINESE TROOPS IN MANCHURIA.

News received from thoroughly reliable sources in various parts of Lower Manchuria (Fengtien) brought by way of Chefoo to this port confirm the reports which first appeared in these columns about ten days ago, of Chinese and Russian reverses in the Eastern portion of Fengtien, in the vicinity of Fenghuangcheng and the country drained by the Yalu river. It is further stated that the greater portion of the insurgents are well-armed and have plenty of ammunition, that their leaders have uniformly treated the inhabitants at large humanely and justly, and that one or two bands only have committed excesses which, however, were speedily repressed by the more responsible leaders of the insurrection.

HOSTILITY AGAINST THE RUSSIANS.

A Newchwang dispatch reports that the country people and bandits of the three Manchurian provinces in their bitter hostility against the Russians who committed great cruelty and excesses upon the poor defenceless inhabitants of Kirin and the Amur provinces telegraph poles and cut down wires everywhere. Communication by telegraph from North to South Manchuria has therefore been precarious and uncertain. As the land lines are supposed to be Chinese-owned, although taken possession of by the Russians, the Chinese telegraph authorities have been "requested to make the necessary repairs."—N. C. Daily News.

NOTANDA CALENDAR.

Meteorological means based on fifteen years observations to 1898.
Barometer.....29.78
Thermometer.....81.6
Humidity.....84.0
Rainfall.....14.30

TO-DAY.

WEATHER REPORT.
On date at 4 p.m.
Barometer.....29.85
Temperature.....85
Humidity.....71
Rainfall.....0.26

TO-DAY.

Monday, 29th July, 1901.
Chinese—14th of 6th moon of 27th year of Kwang-si.
Sun—Rises.....5hr. 31min.
Sets.....5hr. 42min.
High water—Morning.....5hr. 45min.
Afternoon.....5hr. 50min.
Low water—Morning.....5hr. 50min.
Afternoon.....5hr. 55min.

ANNIVERSARIES.

1588—The Spanish Armada dispersed by the British Fleet.
1858—Treaty between United States and Japan signed.
1889—Great earthquake at Komsomoto, Japan.
1894—Defeat of the Chinese by the Japanese at Yashan.
1896—Severe typhoon in Hongkong and Macao; great damage to house property.
1900—King Humbert of Italy Assassinated.

TO-MORROW.

Tuesday, 30th July, 1901.
Chinese—15th of 6th moon of 27th year of Kwang-si.
Sun—Rises.....5hr. 32min.
Sets.....5hr. 40min.
High water—Morning.....5hr. 29min.
Afternoon.....5hr. 35min.
Low water—Morning.....5hr. 35min.
Afternoon.....5hr. 40min.

ANNIVERSARIES.

1830—French Revolution.
1856—Severe typhoon at Macao.
1874—British barque *Caroline Hutchings* lost off Tokyo.
1898—Prince Bismarck died.
1889—Telegram from Peking States that Secret Chinese Commission to Japan is in disgrace with Empress Dowager.

AGENDA.

TO-DAY.
Cargo ex *Melpomene* subject to rent.
Cargo ex *Alexandria* subject to rent.
Cargo ex *Hongkong Maru* subject to rent.

TO-MORROW.

Daylight—1. C. S. N. Co's steamer *Laiyang* leaves for Yokohama, Kobe and Moji.
Noon—1. K. S. S. Co's steamer *Hongkong Maru* leaves for San Francisco via Shanghai and Japanese ports.
Noon—Contract for coaling labour and junks received by the Commodore in Charge.
Noon—The D. Co's steamer *Italoong* leaves for Swatow.
Australian Vaudeville Company at the Theatre Royal.

WEDNESDAY, 31st.

O. S. K. Co's steamer *Anping Maru* leaves at daylight for Fochow via Swatow and Amoy.
Noon—1. C. S. N. Co's steamer *Chelydra* leaves for Singapore, Penang and Calcutta.
5 p.m.—C. & M. Co's steamer *Diamante* leaves for Manila.

THURSDAY, August 1st.

8.30 for 9 p.m.—Meeting of Zetland Lodge.
SATURDAY, 3rd.
P. & O. Co's steamer *Hengul* leaves for Bombay.

MONDAY, 5th.

(About)—"New York" line steamer *Arara* leaves for New York via Suez Canal.

TUESDAY, 6th.

A. L. S. N. Co's steamer *Melpomene* leaves for Manila, Singapore, Bombay, etc.
Noon—Half-yearly meeting of shareholders of the Hongkong Canton & Macao Steamboat Co. at the office of the Company.

WEDNESDAY, 7th.

O. S. K. Co's steamer *Maidewu Maru* will leave for Amoy, via Swatow and Amoy.

SATURDAY, 10th.

(About)—The steamer *Knight Companion* will be despatched for Portland (Or).

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

July 22nd.
Mr. Mann is promoted to 2nd officer of the *Hutchings*.
Mr. Smallwood recently acting 2nd officer of the *Hutchings*, has gone back to the *Thales*.
Mr. W. Shiphill, 2nd engineer *Hongkong Maru*, resigned his berth at San Francisco.
Mr. H. D. Louth is appointed 2nd engineer to the same vessel.

July 23rd.
The officers of the *Tainan* (Capt. O. Anderson) are: chief officer Mr. C. Webb, 2nd Mr. A. Burn, 3rd Mr. F. Carle, 4th Mr. D. Smyth, chief engineer Mr. J. Runcie, and Mr. M. Murray, 3rd Mr. P. Macquie, Doctor, J. Baxter, M.B., chief steward, Mr. J. Wilson.

July 25th.
The officers of the steamer *Australian* (Captain P. T. Helms) are—chief, A. H. Shaw, 2nd, A. W. Marshall, 3rd, R. J. S. Sippe, chief engineer, A. W. Wildridge, 2nd, D. Young, 3rd, Timmons, 4th P. Pickburn.

July 26th.
Mr. J. M. Wright, chief officer, *Leksang*, on leave, has rejoined his ship.
Mr. J. Duncan, acting chief officer, *Leksang*, has resumed duty as 2nd officer.

Mr. S. K. Gordon, acting 2nd officer, *Leksang*, has been appointed and officer, *Yiksang*.
Mr. H. Cuthbertson, from leave, has gone and engineer, *Leksang*.
Mr. J. E. Myhill, 2nd engineer, *Leksang*, is on leave.

Mr. A. A. Chalmers, chief officer, *Yiksang*, is on leave.
Mr. A. E. Mongor, 2nd officer, *Yiksang*, is acting chief officer, same steamer.

Mr. J. Lennox, chief engineer, *Shansi*, is on shore duty.
Mr. P. Blair, 2nd engineer, *Wenchow*, is transferred to the *Pekin*.
Mr. D. Peebles, supernumerary 3rd engineer, *Pekin*, is appointed 2nd engineer, *Wenchow*.
Mr. H. C. Campbell, 2nd engineer, *Wenchow*, has been appointed and engineer, *Pauwang*.
Mr. F. Brice, 3rd engineer, *Chihli*, is on leave.

Mr. G. Paxton, 3rd engineer, *Min*, has been transferred to the *Chihli*.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Canadian (*Empress of China*) to-morrow.
Indian (*Lightning*) 31st instant.
American (*Doric*) 6th prox.
Australian (*Eastern*) 6th prox.
German (*Prinzess Luise*) 6th prox.
German (*Stuttgart*) 7th prox.
American (*Nippon Maru*) 14th prox.

The P. & O. S. N. Co's steamer *Pekin* left Bombay for this port on the 27th inst.

The N. P. S. Co's steamer *Duke of Fife* arrived at Tacoma on the 25th inst.

The N. P. S. Co's steamer *Olympia* arrived at Yokohama and sailed for Tacoma on the 28th inst.

The O. & O. S. S. Co's steamer *Tantulus* left Singapore for this port on the 28th inst., at 5 p.m., and is due here on the 2nd prox., at about 6 a.m.

The P. & O. S. N. Co's steamer *Massilia* left Singapore for this port on the 28th inst., at 6 a.m., with the Outward-English Mails, and is due here on the 2nd prox., at about 6 a.m.

The Imperial German Mail steamer *Stuttgart* left Kobe via Nagasaki Shanghai and Fochow on Sunday p.m., the 26th inst., and may be expected here on or about Wednesday the 7th prox.

The P. M. S. S. Co's steamer *Doric* with mails, &c., from San Francisco to the 9th inst., via Honolulu, has arrived at Yokohama, and left for this port this morning via Inland Sea, Kobe, Nagasaki and Shanghai.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
Hongkong Maru.....Kowloon, Do.
Sishan....."....."
Y. Sontan....."....."
Chintan River....."....."
Hokkai....."....."
Libin....."....."
Sungking....."....."
Colonia....."....."
Taitshan....."....."

Outward—10th July—*Pina*, 12th July—*Idomeneus*, 16th July—*Strathford*, 18th July—*Glenshiel*, 19th July—*Shimano Maru*, 20th July—*Satsuna*, 21st July—*Andasta*, 22nd July—*Wittenberg*, 23rd July—*Wittenberg*, 24th July—*Wittenberg*, 25th July—*Wittenberg*, 26th July—*Wittenberg*, 27th July—*Wittenberg*, 28th July—*Wittenberg*, 29th July—*Wittenberg*, 30th July—*Wittenberg*, 31st July—*Wittenberg*, 1st August—*Wittenberg*, 2nd August—*Wittenberg*, 3rd August—*Wittenberg*, 4th August—*Wittenberg*, 5th August—*Wittenberg*, 6th August—*Wittenberg*, 7th August—*Wittenberg*, 8th August—*Wittenberg*, 9th August—*Wittenberg*, 10th August—*Wittenberg*, 11th August—*Wittenberg*, 12th August—*Wittenberg*, 13th August—*Wittenberg*, 14th August—*Wittenberg*, 15th August—*Wittenberg*, 16th August—*Wittenberg*, 17th August—*Wittenberg*, 18th August—*Wittenberg*, 19th August—*Wittenberg*, 20th August—*Wittenberg*, 21st August—*Wittenberg*, 22nd August—*Wittenberg*, 23rd August—*Wittenberg*, 24th 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